

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1. (currently amended) A reciprocating engine operating on the two stroke cycle, comprising; a pair of stationary and substantially concentrically aligned mutually opposed pistons separated by a sleeve adapted to reciprocate about the pistons, the reciprocating sleeve defining two cavities, each cavity being operatively connected to one of the pistons to define a chamber, the first chamber being a pre-charge chamber and having at least one inlet port, and the second chamber being a combustion chamber and having at least one outlet port, the two chambers being separated by a transfer valve, wherein the sleeve is provided with a drive member that is configured to act upon an end cam which is operatively connected to a rotatable output member, and wherein reciprocating motion of the sleeve is converted into rotation of the rotatable output member via the action of the drive member on the end cam when the engine is in use.

2. (currently amended) A reciprocating engine as claimed in claim 1, wherein the sleeve is provided with a drive member that is adapted to act upon end cam includes a track on an the rotatable output member adjacent to the sleeve, the track

~~defining a path such that when the drive member acts upon the track the reciprocating motion of the sleeve causes rotary motion of the output member.~~

3. (currently amended) A reciprocating engine as claimed in claim 1 2, wherein the rotatable output member comprises a rotatable sleeve adapted to rotate about the reciprocating sleeve.

4. (currently amended) A reciprocating engine as claimed in claim 1 2, wherein the end cam of the rotatable output member has a multi-peaked curved track multiple peaks and is configured such that it takes more than one complete cycle of the reciprocating sleeve to produce one revolution of the output sleeve.

5. (previously presented) A reciprocating engine as claimed in claim 1, wherein the transfer valve is pressure operated.

6. (previously presented) A reciprocating engine as claimed in claim 1, wherein the inlet port for the pre-charge chamber is provided with a pressure operated valve.

7. (previously presented) A reciprocating engine as claimed in claim 1, wherein the outlet port for the combustion chamber comprises a port in the reciprocating sleeve which is so sized and positioned that the port can be closed by a piston during at least part of the travel of the reciprocating sleeve.

8. (currently amended) A reciprocating engine as
~~claimed in claim 1, wherein the engine comprises a reciprocating sleeve adapted to reciprocate about two pairs of pre charge chambers and combustion chambers comprising:~~

two pairs of stationary and substantially concentrically aligned mutually opposed pistons, each pair of opposed pistons separated by a sleeve adapted to reciprocate about the pistons, each reciprocating sleeve defining two cavities, each cavity being operatively connected to one of the pistons to define a chamber, a first chamber of each pair being a pre-charge chamber and having at least one inlet port, and a second chamber of each pair being a combustion chamber and having at least one outlet port, the two chambers of each pair being separated by a transfer valve, the reciprocating engine further including a rotatable output member which are operatively connected to two end cams, and each sleeve is provided with a drive member, and each drive member is configured to act upon one of the end cams, wherein reciprocating motion of the sleeves is converted into rotation of the rotatable output member via the action of the drive members on the end cams when the engine is in use.

9. (cancelled).

10. (currently amended) A reciprocating engine as claimed in claim 8 9, wherein the engine is configured such that each reciprocating sleeve operates in a mutually opposing direction to the other when the engine is in use.

11. (previously presented) A vehicle or craft incorporating a reciprocating engine substantially as claimed in claim 1.

12. (new) A reciprocating engine comprising a pair of stationary and substantially concentrically aligned mutually opposed pistons separated by a sleeve adapted to reciprocate about the pistons, the reciprocating sleeve defining two cavities, each cavity being operatively connected to one of the pistons to define a chamber, the first chamber being a pre-charge chamber and having at least one inlet port, and the second chamber being a combustion chamber and having at least one outlet port, the two chambers being separated by a transfer valve, wherein the sleeve is provided with a drive member that is configured to act upon an end cam which is operatively connected to a rotatable output member, and wherein reciprocating motion of the sleeve is converted into rotation of the rotatable output member via the action of the drive member on the end cam when the engine is in use.

13. (new) A reciprocating engine as claimed in claim 12, wherein the rotatable output member comprises a rotatable sleeve adapted to rotate about the reciprocating sleeve.